

APPENDIX A — SECTION 4(f) STATEMENT

A. INTRODUCTION

The Federal Highway Administration (FHWA) and the Maine Department of Transportation (MDOT) have prepared this statement to meet the requirements set forth in Section 4(f) of the United States Department of Transportation (U.S. DOT) Act of 1966. This Section 4(f) Statement supplements the Environmental Assessment and supporting documentation which were prepared for improvements to a section of State Route 26 in the Towns of New Gloucester and Poland, Maine.

A Section 4(f) Statement is required when a federally funded transportation action threatens to have an adverse effect on a historic or public recreational resource (U.S. Department of Transportation Act of 1966, as amended). Section 4(f) states that publicly owned parks, recreation lands, wildlife and waterfowl refuge areas, or historic sites of national, state, or local significance may be used for Federal Aid projects only if there is no feasible and prudent alternative to the use of such land, and such projects include all possible planning to minimize harm to these lands.

Following circulation of the DEA / Section 4(f) statement, Alternative 4E was identified as the most feasible and prudent alternative to satisfying the project purpose and needs. All possible planning measures have been incorporated into the proposed project to minimize impacts to resources afforded protection under Section 4(f). Mitigation measures, developed for unavoidable impacts to these resources, will be embodied in a memorandum of agreement (MOA) between the FHWA, ACHP, and the MHPC, with the MDOT as a concurring party.

B. DESCRIPTION OF THE PROPOSED ACTION

The MDOT and the FHWA propose to improve a deficient portion of State Route 26 in the Towns of New Gloucester and Poland, Maine (Figure A-1). Route 26 serves as the primary route for the movement of persons and goods between Portland and the western Maine Lakes and Mountain area.

The project study area begins at the Gray-New Gloucester town line and extends 305 m (1,000 ft.) north of the intersection of Route 26 with Route 122 in Poland (Figure A-2). This portion of Route 26 is a two-lane bidirectional roadway traversing both

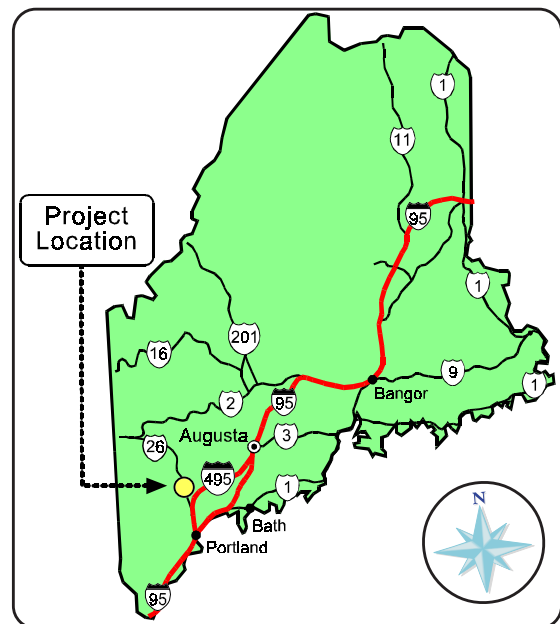


Figure A-1, Regional Roadway Project Location Map

level and rolling terrain. A portion of the roadway along the southern edge of Sabbathday Lake is locally known as the “Seven Deadly Curves.” The surrounding area consist of scattered and low density residential units, commercial, and forested and agricultural areas. The breadth of improvements proposed for this portion of Route 26 range from upgrading the existing alignment to partial and full bypasses of features in the study area.

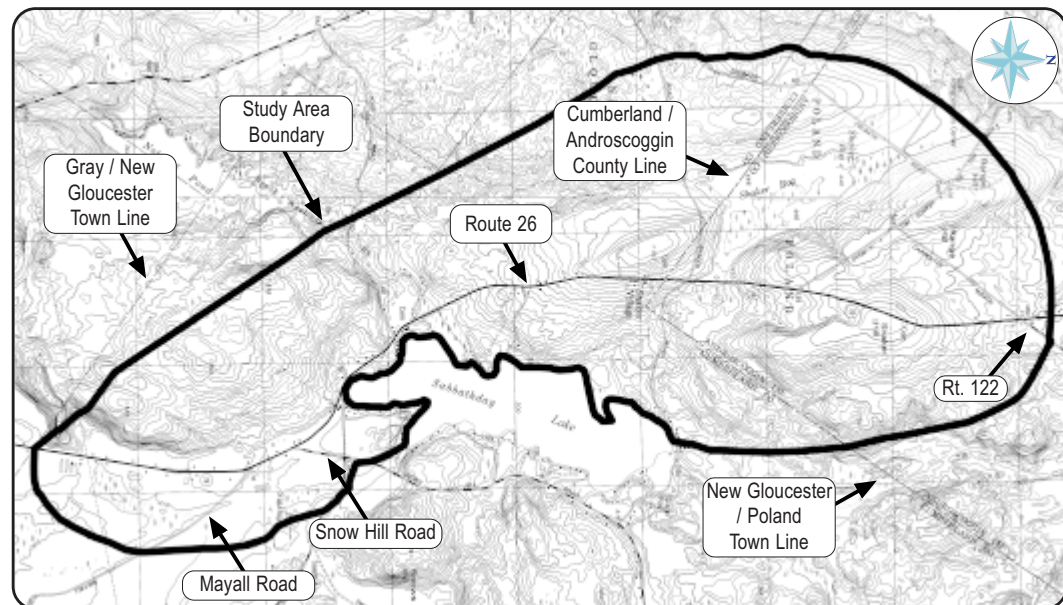


Figure A-2, Study Area Map

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C. PROJECT PURPOSE AND NEED

The purpose of the project is to construct a section of Maine’s National Highway System on Route 26 from the Gray-New Gloucester town line to 304 m (1,000 ft.) north of Route 122 in Poland, consistent with the current American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design, and to improve current and future traffic flow and safety.

The need for the proposed project is due to the poor roadway geometry in the corridor coupled with an increase in commercial, local, and regional traffic that has resulted in:

- 1) Designated high accident locations
- 2) Hazardous travel conditions due to insufficient lane widths and inadequate or nonexistent shoulders
- 3) Hazardous travel conditions due to travel speed mix
- 4) Hazardous access for abutters
- 5) Hazardous pedestrian conditions
- 6) Adverse truck noise and vibration impact to residents

- 7) Stormwater and other water quality concerns for local aquifers and Sabbathday Lake
- 8) Detrimental impact on the Shaker Village (a National Historic Landmark).

The project needs have been grouped and discussed under the following five areas: safety, traffic, noise, stormwater and water quality, and the Sabbathday Lake Shaker Village National Historic Landmark.

1. Safety

Safety is the primary project need, as evidenced by the PAC's prioritizing of the facilitation of the safe movement of people and goods as their top ranked goal. A variety of safety concerns associated with Route 26 exist within the study area (roadway conditions, travel speeds, pedestrians, abutters, and accidents). Route 26 consists of a narrow paved surface with limited shoulders which traverses varying horizontal and vertical alignment through the study area. Posted speed limits range from 35 m.p.h. to 50 m.p.h.. Exceedence of speed limits has been identified as a frequent occurrence and major concern of the PAC and local community. This situation is especially dangerous for residences which abut Route 26, school bus operations, and pedestrian and bicycle activities. Residents along Route 26 frequently have difficulty and hesitation accessing their driveways. Pedestrian concerns are extremely important within the Sabbathday Lake Shaker Village, where tourists frequently cross Route 26 while visiting the features and buildings. Another area of potential pedestrian and vehicle conflict occurs at the Sabbathday Lake Beach.

Two deficient roadway sections in terms of accident occurrence have been identified: Route 26 between Range Hill Road (Shaker Hill) and Birchwood Lane and Route 26 between Snow Hill Road and Pond Road (an area known locally as "Seven Deadly Curves"). Nine fatal accidents have occurred on Route 26 in the study area since 1963.

2. Traffic

The traffic mix and volume of traffic using the limited capacity of the roadway have led to congestion and delay. Route 26 serves local and regional recreational, business, industrial, and commuter traffic. As a recreational route, Route 26 carries tourist traffic between the Portland area and western Maine resorts throughout the year. The increase in commercial and industrial truck traffic, coupled with growing commuter auto traffic volumes, has led to capacity and safety concerns. More local residents are commuting from or passing through the study area to the employment centers of Portland, Lewiston, and Auburn. The growth in business and light industrial uses in the area has contributed to the increase in truck volumes. Currently, heavy trucks account for 13% of the daily traffic volume on Route 26. Growth in traffic volume is expected to continue. The limited capacity of the existing roadway would present more congestion and delay problems in the future.

3. Noise

The increase in truck traffic and overall traffic volumes have generated noise impacts along Route 26, especially to those receptors in proximity to the roadway. The Shaker Village is of particular concern.

4. Stormwater and Water Quality

Sabbathday Lake is on the Maine Department of Environmental Protection (MDEP) 1996 list of impaired lakes because of increasing pressures from development in the watershed. Sabbathday Lake receives runoff from a variety of sources that contribute to the turbidity and nutrient loading of the lake. Increases in turbidity lead to decreased water clarity and contribute to other water quality problems. Nutrient loading affects the available supply of oxygen in the Lake, leading to algal blooms which adversely affect fish and other aquatic organisms. Residents depend upon the sand and gravel aquifers within the study area for their supply of domestic water. These aquifers are highly susceptible to contamination.

5. Sabbathday Lake Shaker Village National Historic Landmark

In May 1974, the Sabbathday Lake Shaker Village was designated a National Historic Landmark. The Sabbathday Lake community is the sole remaining active Shaker community in the United States. The Shaker Village is a popular tourist attraction and an important aspect of the local history. The primary needs of the Shaker Community involving Route 26 are pedestrian safety, vehicular access and egress safety, noise, the protection of groundwater and Sabbathday Lake, and the protection of the Village from deterioration.

D. SECTION 4(F) RESOURCES

Three resources afforded protection under Section 4(f) have been identified within the study area (Figure A-3). These resources consist of individual structures or groups of structures which have been determined to contribute to National, State, or local historical or cultural significance. The three resources are the Sabbathday Lake Shaker Village, a 19th century frame Farmhouse, and a 19th century colonial style Farmhouse.

1. The Sabbathday Lake Shaker Village

The United Society of Believers (commonly called Shakers) was founded in 1747 in Manchester, England. In 1774, the members of the Society decided to move to America and settled near present-day Albany, New York. The Sabbathday Lake Shaker Community was founded in 1783 by a small group of Shaker missionaries in what was then called Thompson's Pond Plantation. In less

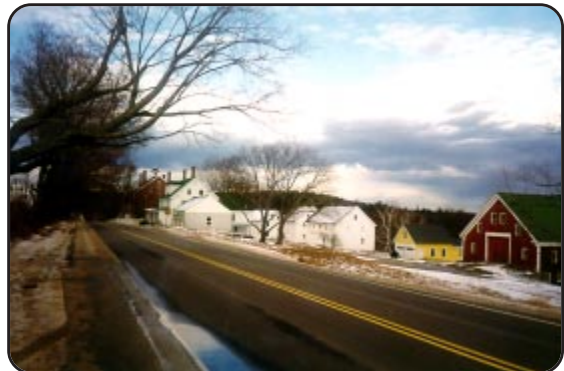


Photo A-1, Shaker Village

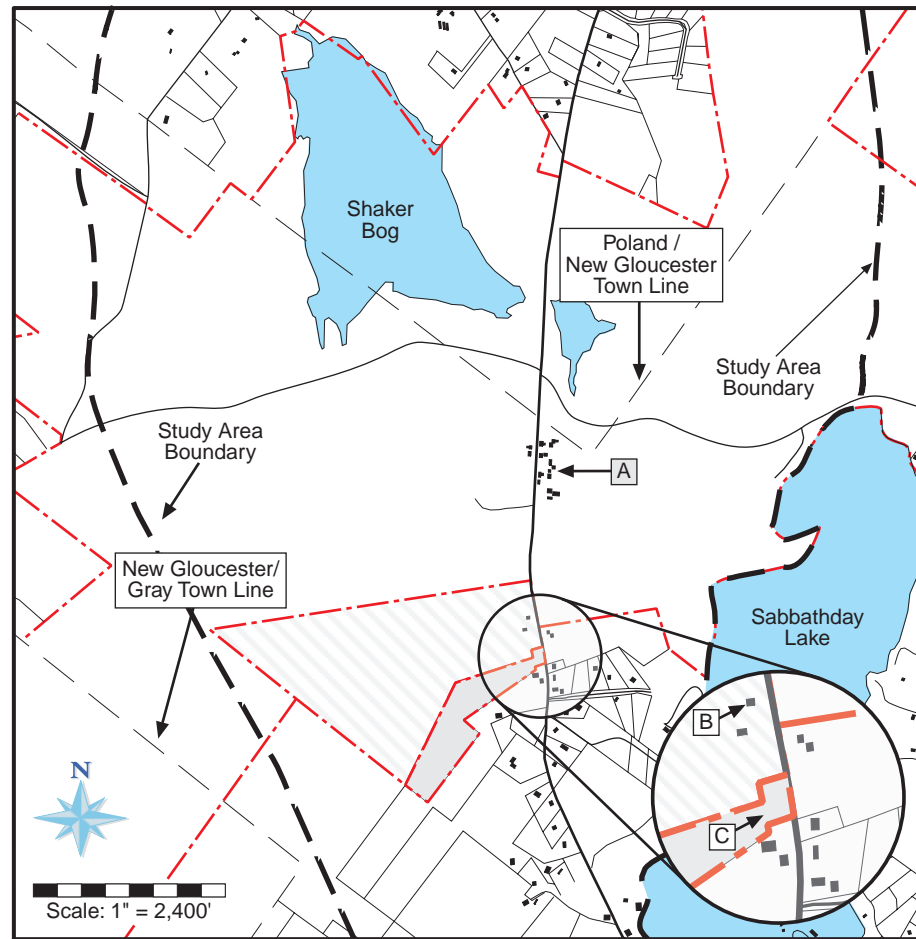


Figure A-3, Historic properties; A) The Shaker Village, B) Frame Farmhouse C) Colonial-Style Farmhouse.

— = Historic Resource Boundaries

than a year's time, the community had grown to nearly two hundred. On April, 19, 1794, the members of the community made an oral agreement to formally organize as a Shaker community. To mark this event, the members began construction of a meeting house. The meeting house was raised on June 14, 1794. Other major buildings include the Trustee's Office (Shaker Store) built in 1816, the Shaker Library which was completed in 1880, and the central dwelling house constructed in 1884 (Barker 1985).

Today, the community consists of eighteen buildings on 728 ha (1,800 ac.) of land. The community maintains a tree farm, apple orchard, vegetable gardens, commercial herb garden, hay fields, pasture lands, a flock of sheep, and a host of other livestock. Other activities of the members include manufacturing of fancy goods, basket making, weaving, printing, and the production of some small woodenware. The Sabbathday Lake Shaker Museum, Shaker Library, and a Shaker Store are open to the public.

The Sabbathday Lake Shaker Village was designated as a National Historic Landmark on May 30, 1974. The National Historic Landmark program [16 U.S.C.

470, National Historic Preservation Act of 1966] was established to focus attention and long range preservation efforts on nationally significant properties that illustrate or commemorate the history and prehistory of the United States.

2. 19th Century Frame Farmhouse

A late 19th century frame farmhouse to the immediate south of the Shaker Village, this lot includes a small frame barn. The farmhouse is to the west of Route 26 and surrounded by mature trees. The lot is approximately 50.6 hectares (125 ac.) in size. The remainder of the lot is used for growing vegetables or has been left fallow. A driveway provides access from Route 26 to the farmhouse; a small unimproved dirt road near the northern boundary provides access to the western portions of the lot. The limits of this historic lot are the existing lot lines.



Photo A-2, late 19th century frame farmhouse

3. 19th Century Colonial Style Farmhouse

A late 19th century colonial-style farmhouse includes a small barn and garage. This farmhouse is to the west of Route 26 and partially surrounded by mature trees. The lot is approximately 8.9 hectares (22 ac.) in size. A driveway from Route 26 provides access to the lot. The remainder of the lot is vegetated with trees and shrubs. The limits of the historic lot are the existing lot lines.



Photo A-3, late 19th century colonial-style farmhouse

E. PROJECT ALTERNATIVES ANALYSIS

Five build alternatives, with several modifications, and a No-build Alternative were analyzed. The No-build Alternative proposes only continued maintenance activities for the future of the roadway. Alternative 1 proposes the improvement and widening of the roadway within the existing alignment of Route 26. The remaining build alternatives include bypasses of Route 26 on new alignment and the improvement of the remaining portions of the existing alignment within the study area. Connections would be constructed between bypass alternatives and the portions of Route 26 to remain following the completion of the project; the location for connec-

tions would be determined during final design. It was assumed that alternatives that bypassed a portion of Route 26 would be constructed within a 36.5 m (120 ft.) wide right-of-way.

1. No-build Alternative

The No-build Alternative assumes that no further construction or major reconstruction will occur and the present level of maintenance on Route 26 will continue. With no new construction, there would be no appreciable changes made to the current roadway configuration and traffic operating conditions. Consequently, there would be no improvement to existing safety conditions, traffic speeds or capacity, noise, stormwater and water quality, or the negative impacts experienced by the Shaker Village community. Furthermore, if the existing problems are not corrected and traffic volumes continue to increase, then the negative impacts associated with the roadway are expected to worsen over time.

Route 26, under the No-build Alternative, would continue to generate adverse impacts on the Sabbathday Lake Shaker Village and the two resources potentially eligible for the National Register of Historic Places. These impacts, including access difficulty and safety concerns, noise, and vibration effects, would continue to impact the Section 4(f) resources and would increase in severity with increasing traffic volumes.

2. Build Alternatives

a. Alternative 1 — Upgrade Existing Route 26

This alternative consists of upgrading Route 26 throughout the study area (Figure A-4). The upgrade would consist of widening the existing roadway to provide two 3.6 m (12.0 ft.) wide travel lanes with 2.4 m (8.0 ft.) paved shoulders on

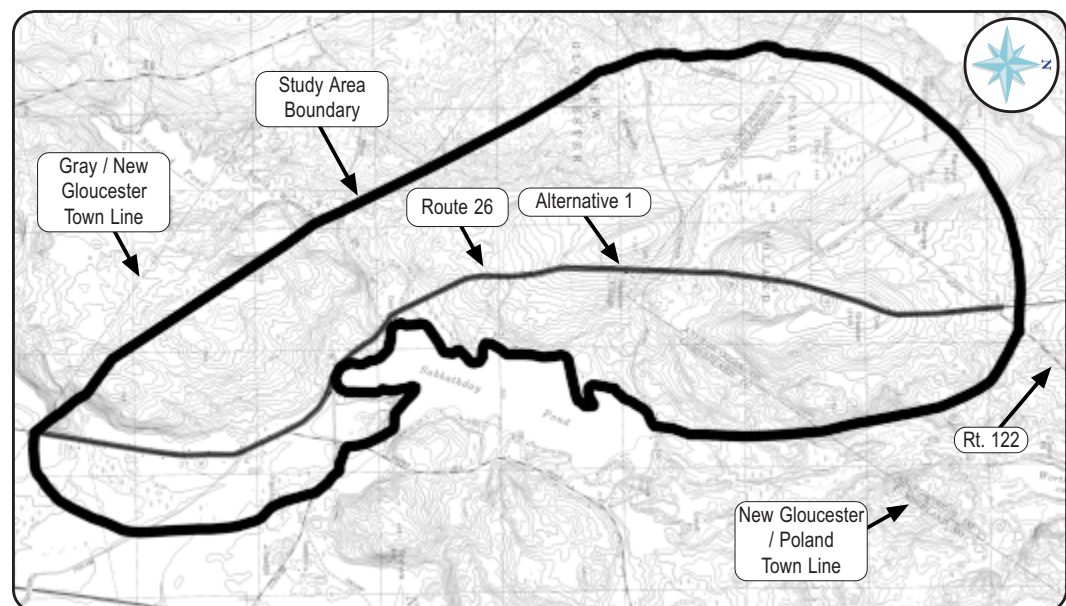


Figure A-4, Alternative 1

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both sides of the road, the construction of truck climbing lanes where warranted, and minor improvements to the existing alignment to eliminate substandard horizontal and vertical alignments (Figure A-4).

While the safety needs associated with improving roadway conditions and variations in travel speeds could be remedied by Alternative 1 (with a substantial impact to abutters), Alternative 1 was dismissed because it did not satisfy the remainder of the project needs.

b. Alternatives 2 and 2A — Southwestern Bypass

Alternative 2 consists of the construction of a bypass west of Route 26, from north of the Gray / New Gloucester town line to north of Brackett Road (Figure A-6). This alternative would bypass both the area known as the “Seven Deadly Curves” and the southern shore of Sabbathday Lake. Alternative 2A is similar to Alternative 2, except that the bypass begins farther to the south and follows a route farther to the west than Alternative 2 (Figure A-7). The northern connection point to existing Route 26 is the same for both alternatives.

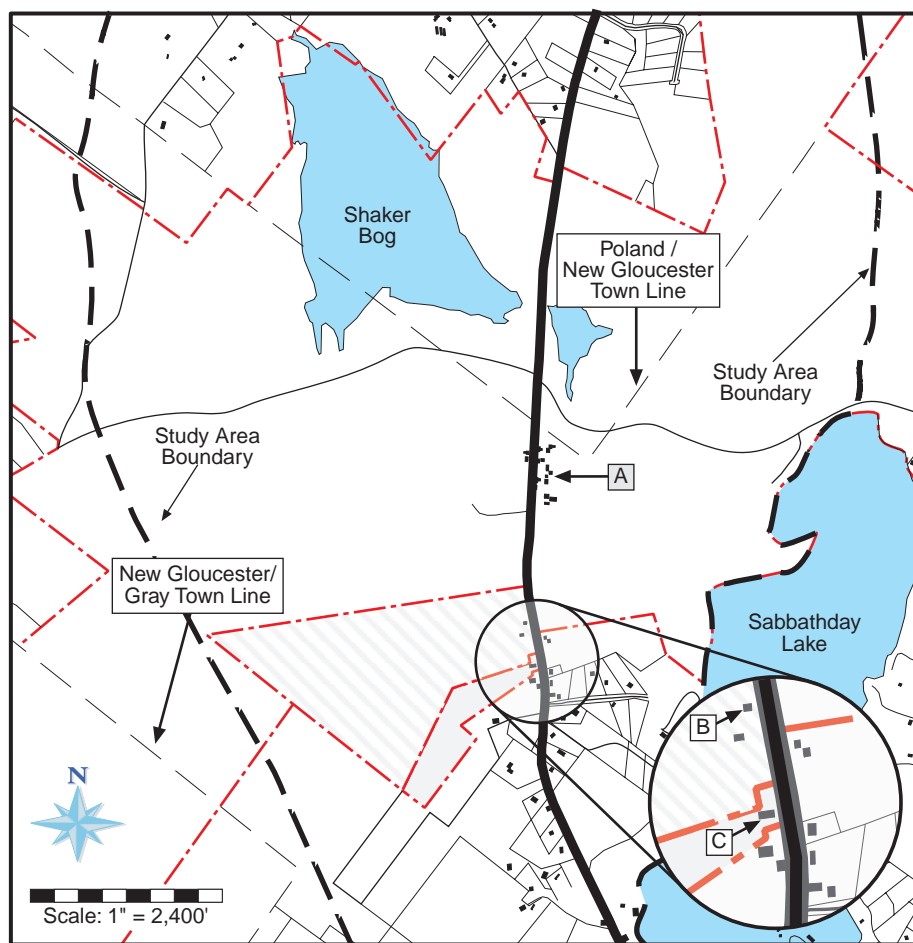


Figure A-5, Alternatives 1, 2, & 2A and historic properties; A) The Shaker Village, B) Frame Farmhouse C) Colonial-Style Farmhouse.

— = Historic Resource Boundaries

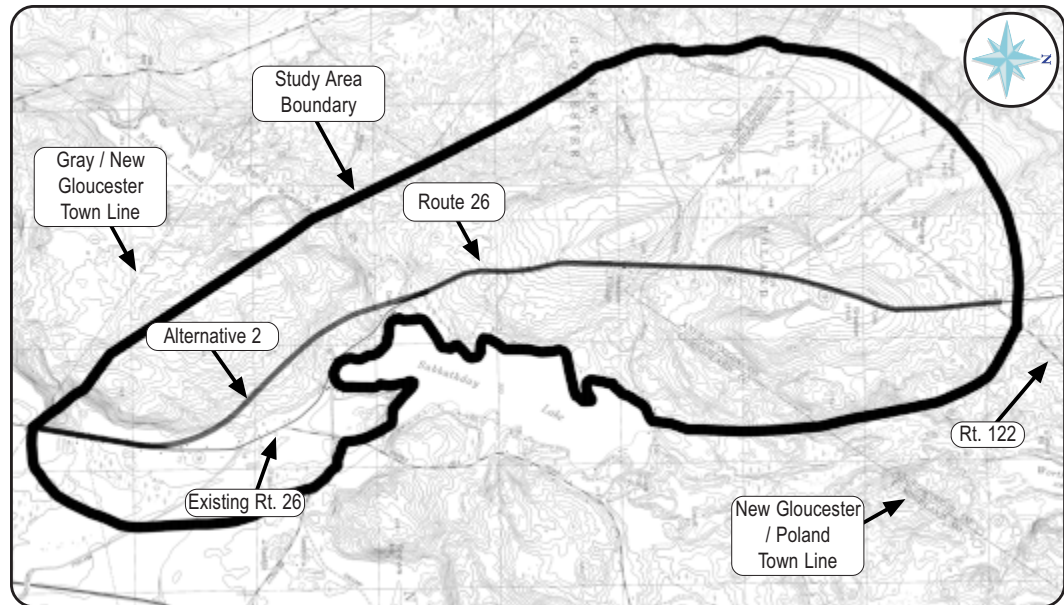


Figure A-6, Alternative 2

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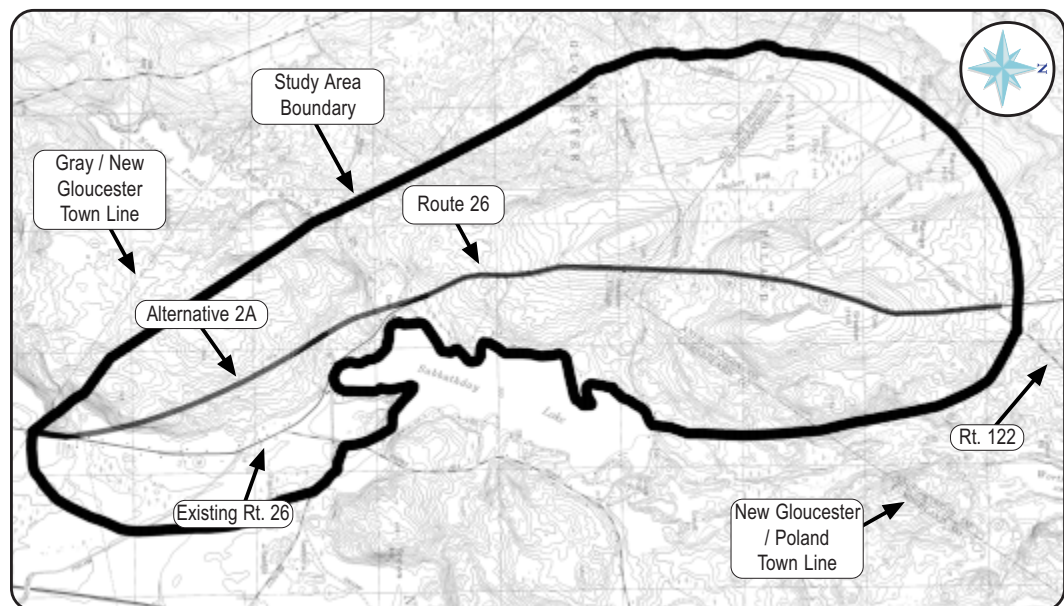


Figure A-7, Alternative 2A

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Alternatives 2 and 2A satisfied the majority of the project needs, but they did not satisfy the needs of the Shaker Village; these alternatives were dismissed from further consideration (Figure A-5).

c. *Alternatives 3, 3A, and 3B — Shaker Village Bypass*

These alternatives consist of the construction of a bypass west of the Shaker Village (Figures A-8, A-9, and A-10). These alternatives would diverge from existing Route 26 north of Potters Lane and tie into Route 26 near the dam of Shaker Bog. The difference in the alternatives involves the southern termini of the bypass sections and the distance of the bypass west of the Shaker Village.

These alternatives were dismissed from further consideration. While these alternatives satisfied the majority of the needs of the Shaker Village, they did not satisfy the remainder of the project needs outside of the Shaker Village in other

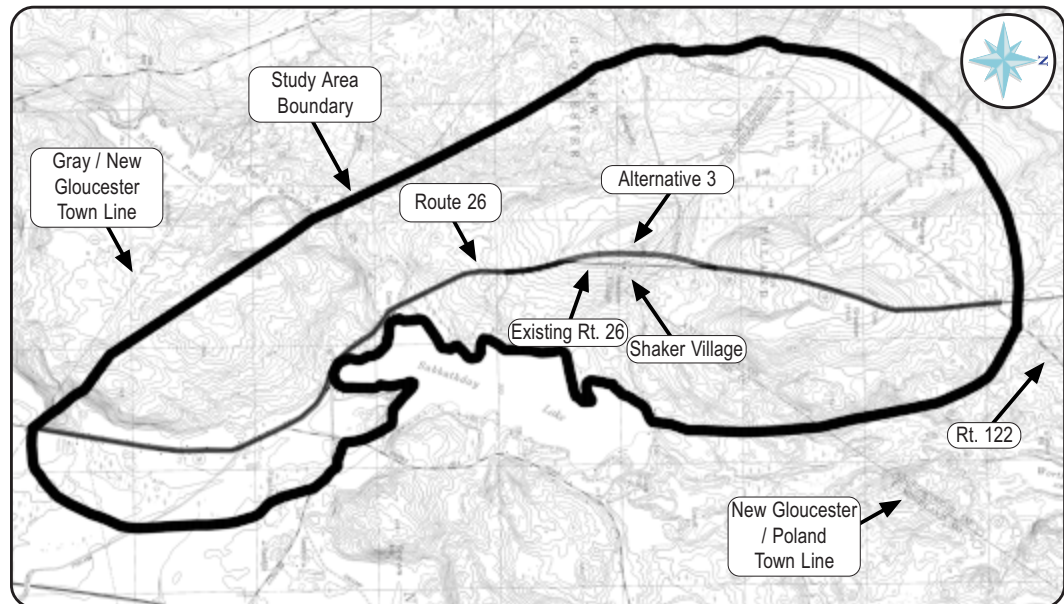


Figure A-8, Alternative 3

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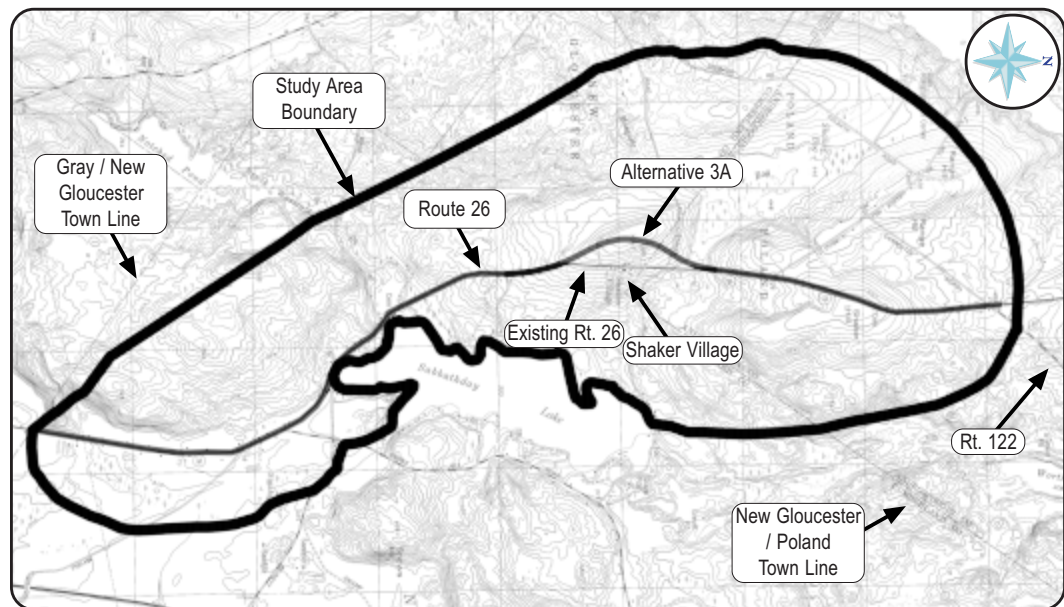


Figure A-9, Alternative 3A

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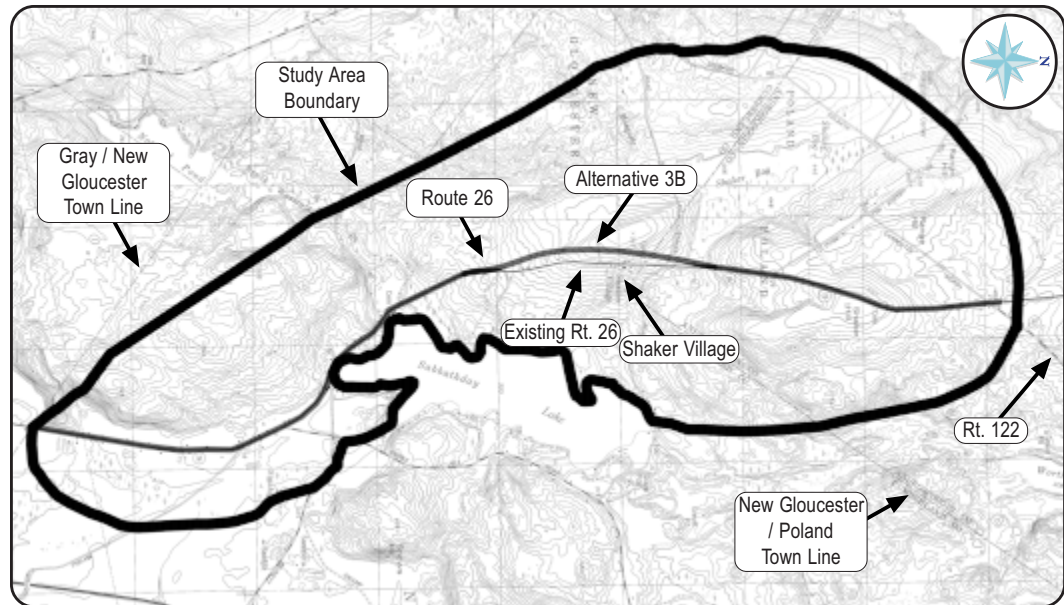


Figure A-10, Alternative 3B

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portions of the study area. While these alternatives were dismissed from further consideration, other alternatives (i.e., Alternatives 4 and 5 and their modifications) that included a bypass to the west of the Village were retained for detailed study.

d. Alternatives 4, 4A, 4B, 4C, 4D, and 4E — Double Bypass

These alternatives consist of combinations of Alternatives 2 and 3. Each of these alternatives consists of the combination of a bypass of Sabbathday Lake and the “Seven Deadly Curves” (Alternative 2 and its modification) and a bypass of the Shaker Village (Alternative 3 and its modifications).

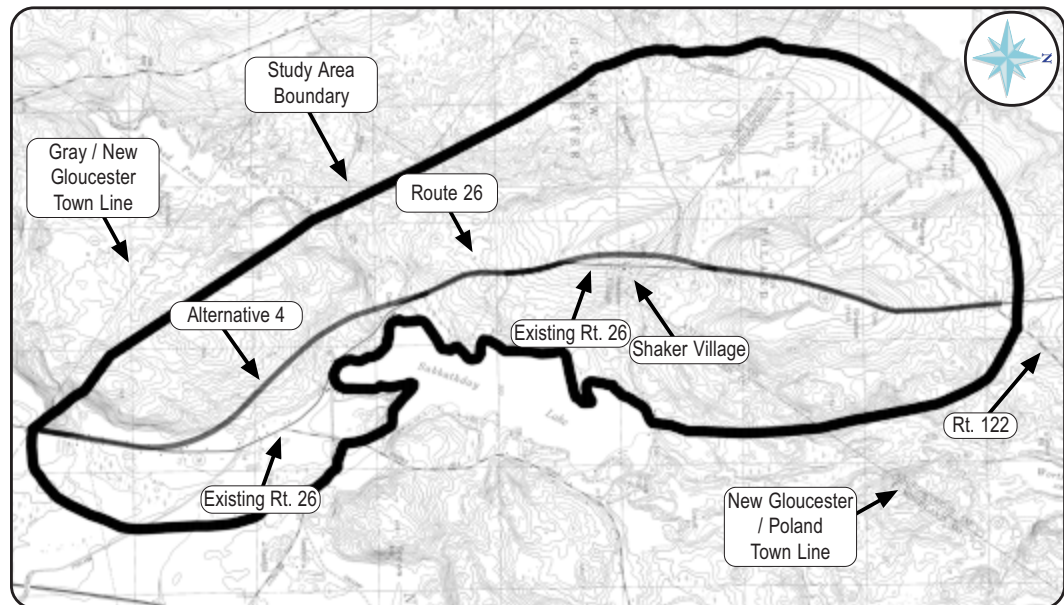


Figure A-11, Alternative 4

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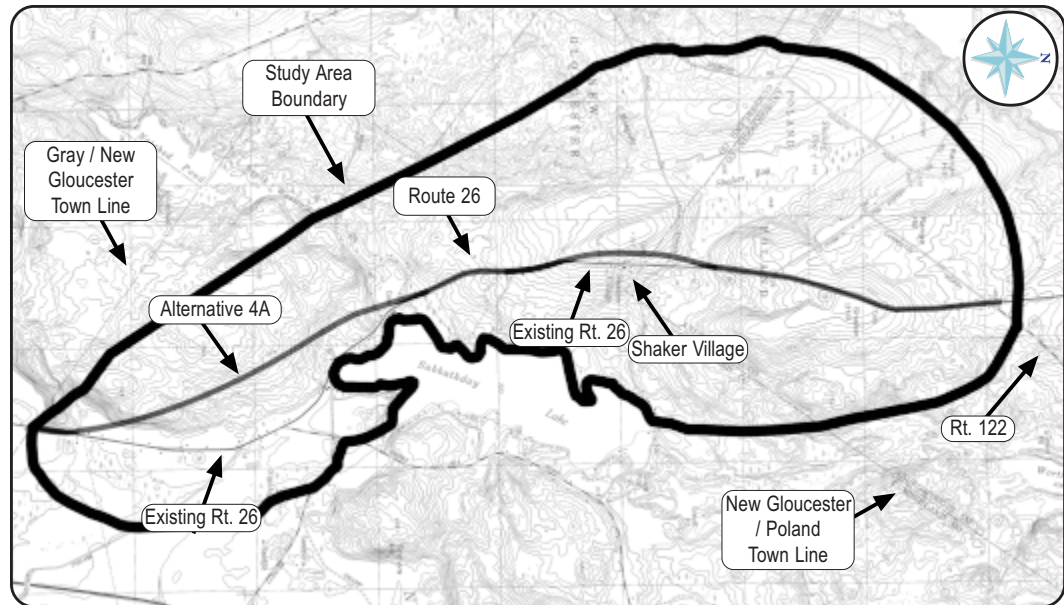


Figure A-12, Alternative 4A

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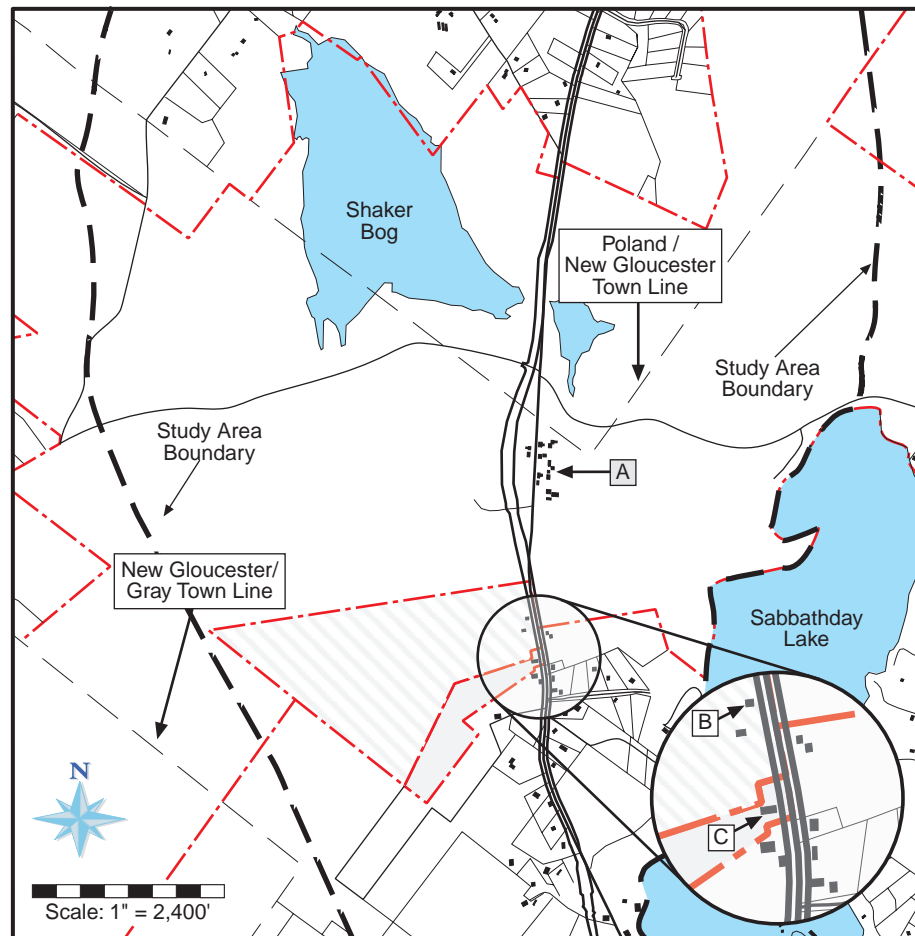


Figure A-13, Alternatives 4 & 4A and historic properties; A) The Shaker Village, B) Frame Farmhouse C) Colonial-Style Farmhouse.

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Alternatives 4 (Figure A-11) and 4A (Figure A-12) would have the same impacts to historic resources (Figure A-13). Alternatives 4 and 4A would avoid the 19th century colonial-style farmhouse. These two alternatives would require the acquisition of 0.3 ha (0.7 ac.) of property from the northern portion of the frontage of the 19th century frame farmhouse.

These two alternatives would require the acquisition of 5.7 ha (14.1 ac.) from the Shaker Property to accommodate a bypass of the Village. A portion of the existing Route 26 would be discontinued and removed on the southern portion of the Shaker property; MDOT recommends that the primary access to the Shaker Village be from the north using existing Route 26 via Quarry Road. Alternatives 4 and 4A would remove traffic through the Village satisfying the Shaker Village's needs of safety, traffic, reducing noise and vibration, the protection of water quality, and the protection of the Village. These two alternatives would directly impact the water tower and the spring — the sole source of water to the Village. These alternatives would remove a portion of the orchard from production; however, the Shaker Village community is presently replacing the old growth from this orchard at a new location. Portions of these two alternatives would be visible from parts of the Village.

While these two alternatives would result in the same impacts to the Shaker Village and the two historic properties, Alternative 4 was dismissed because it would result in a greater number of displacements within the southern portion of the study area.

Alternatives 4B (Figure A-14) and 4C (Figure A-15) were dismissed from further consideration because there were other alternatives that satisfied the project

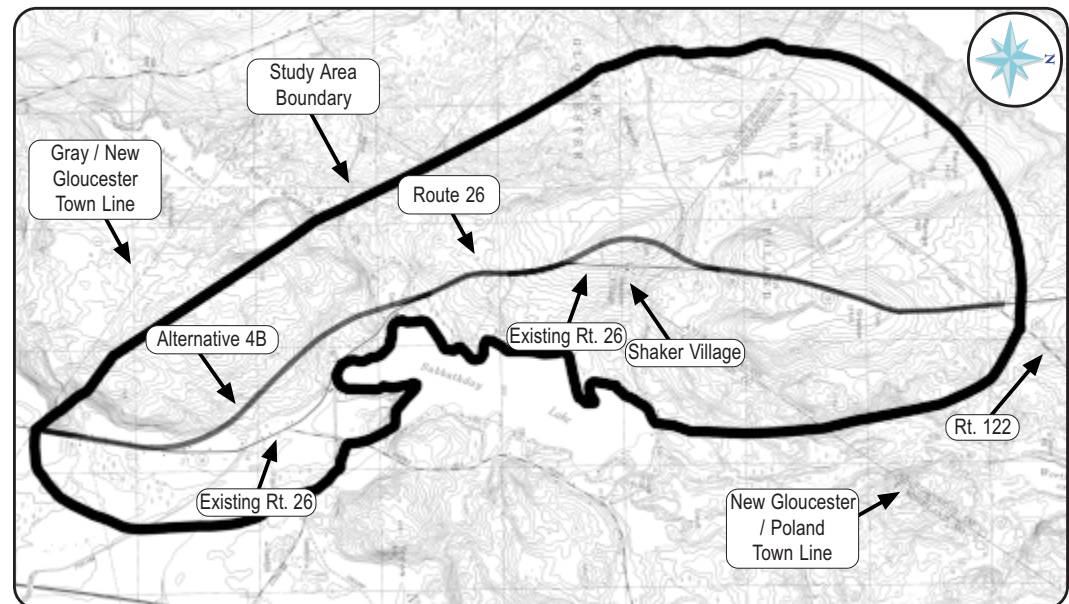


Figure A-14, Alternative 4B

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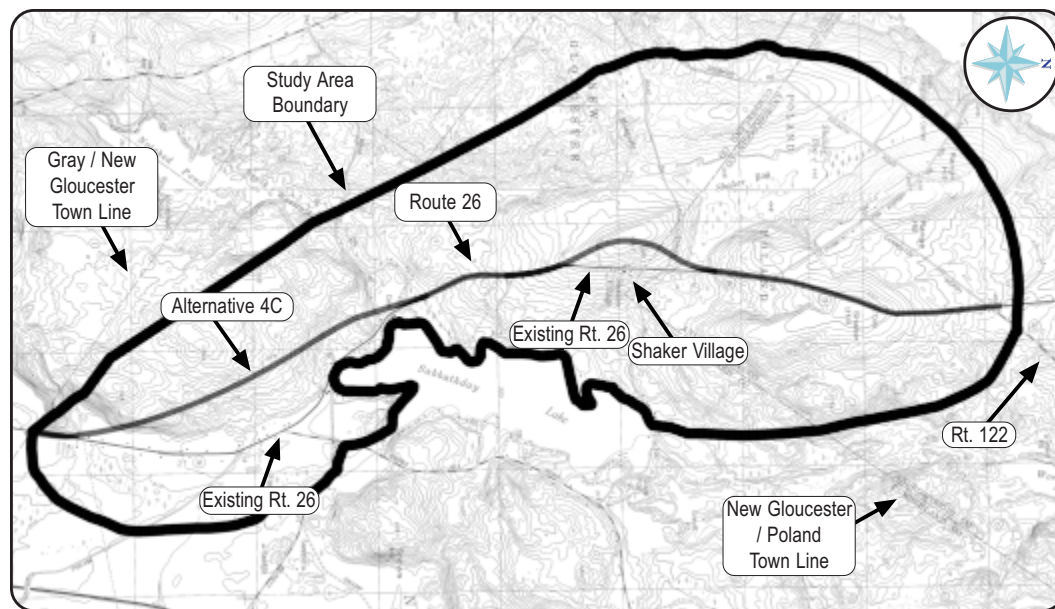


Figure A-15, Alternative 4C

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needs with less impact to the Shaker Village. Alternatives 4B and 4C would have resulted in greater impacts to the Shaker property than other build alternatives, and a horizontal curve in the bypass of the Shaker Village, while still meeting design criteria, that was much sharper than other build alternatives retained for detailed study.

Alternatives 4D (Figure A-16) and 4E (Figure A-17) would result in the same impacts to historic resources (Figure A-18). Alternatives 4D and 4E would create a bypass to the west of the structures on the two eligible historic properties. These two alternatives would require the acquisition of 1.1 ha (2.8 ac.) from the 19th century frame farmhouse, and 0.2 ha (0.6 ac.) from the 19th century colonial-style farmhouse.

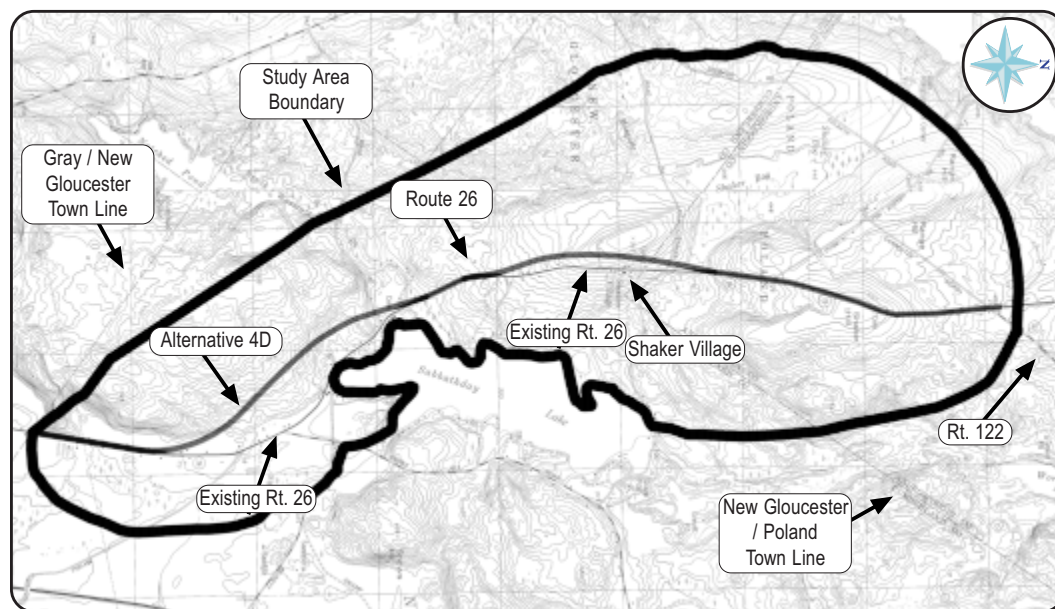


Figure A-16, Alternative 4D

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While the bypass created by these two alternatives would create a physical barrier between these structures and the remainder of their respective properties, these two alternatives would increase the distance between traffic on Route 26 and the houses by approximately 30 m (100 ft.). The existing Route 26 would remain in place to service local traffic. MDOT recommends that a connection between the bypass and Route 26 be constructed in the vicinity of Marston Road.

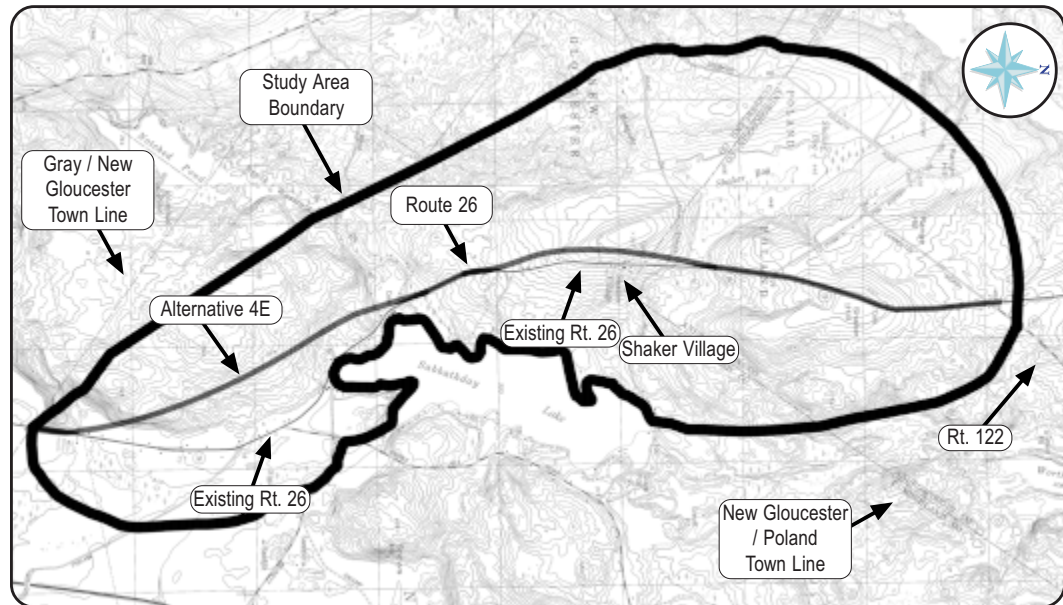


Figure A-17, Alternative 4E

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These two alternatives would require the acquisition of 4.5 ha (11.1 ac.) from the Shaker Property to accommodate a bypass of the Village (Figure A-18). These alternatives would remove traffic through the Village satisfying the Shaker community's needs of safety, traffic, reducing noise, the protection of water quality, and the protection of the Village buildings. Both alternatives would indirectly impact the water tower and the spring. They would remove a portion of the orchard from production; however, the Shaker Village community is presently replacing the old growth from this orchard at a new location. Portions of these two alternatives may be visible from parts of the Village.

While these two alternatives would result in the same impacts to the Shaker Village and the two eligible historic properties, Alternative 4D was dismissed because it would result in a greater number of displacements within the southern portion of the study area.

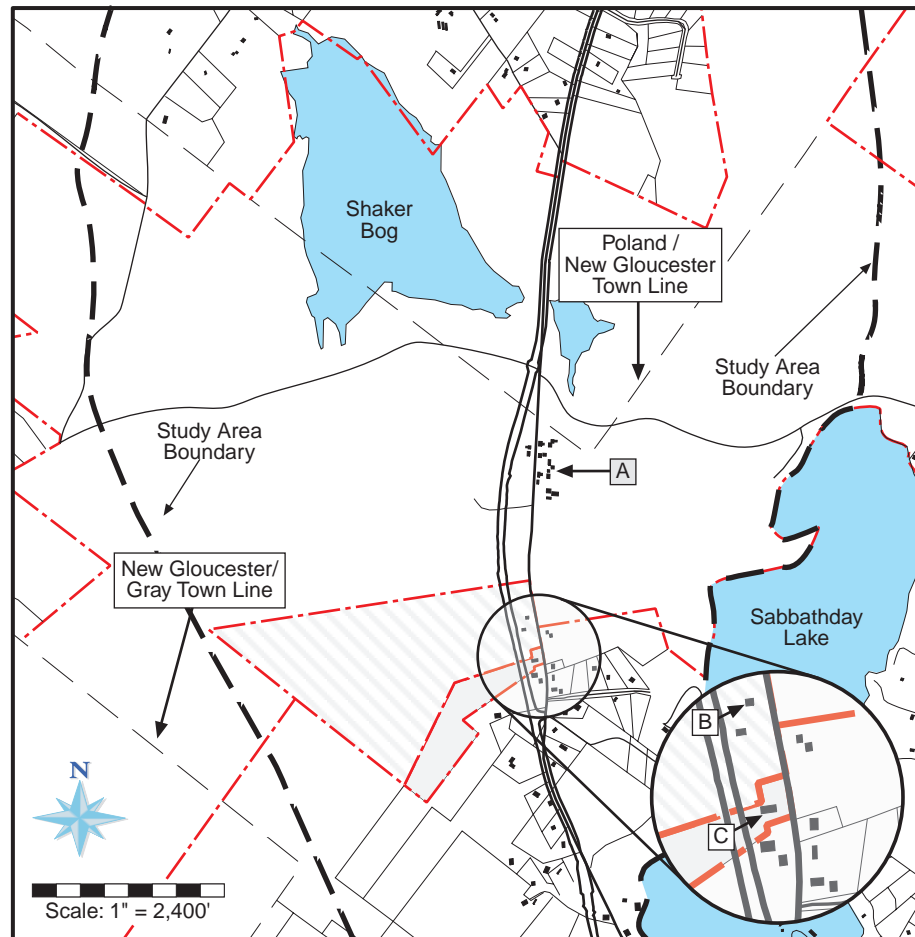


Figure A-18, Alternatives 4D & 4E and historic properties; A) The Shaker Village, B) Frame Farmhouse C) Colonial-Style Farmhouse.

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e. *Alternative 5 — Western Bypass*

Alternatives 5 (Figure A-19) and 5A (Figure A-20) consist of the construction of a bypass west of Route 26 from north of the aerial transmission line in the southern portion of the study area to Route 26 near the dam of Shaker Bog. These alternatives provide for a single bypass of Sabbathday Lake, the “Seven Deadly Curves,” and the Shaker Village, including the portion of existing Route 26 between these two areas.

Alternatives 5 and 5A would result in the same impacts to historic resources. Alternatives 5 and 5A would create a bypass to the west of the two eligible properties and the Shaker Village. These two alternatives would require the acquisition of 1.4 ha (3.4 ac.) from the 19th century frame farmhouse, and 1.0 ha (2.6 ac.) from the 19th century colonial-style farmhouse (Figure A-21). While the bypass created by these two alternatives would create a physical barrier between the two eligible structures and the remainder of their respective lots, the distance between traffic on Route 26 and the houses would increase. Alternatives 5 and 5A would create a

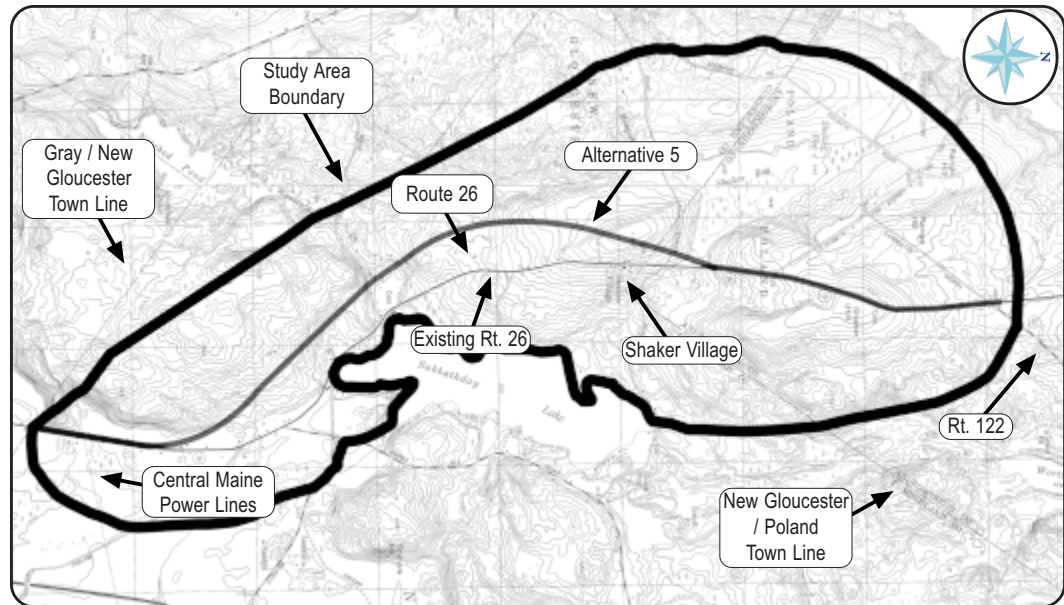


Figure A-19, Alternative 5

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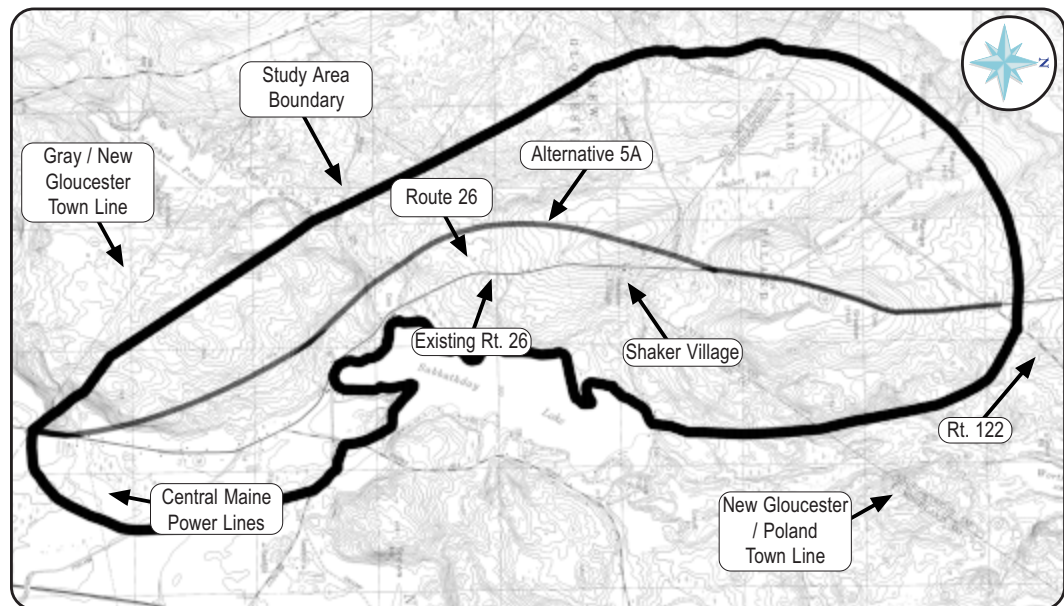


Figure A-20, Alternative 5A

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roadway approximately 275 m (900 ft.) further to the west of the houses than Alternatives 4D and 4E. The existing Route 26 would remain in place to service local traffic.

These two alternatives would require the acquisition of 5.5 ha (13.5 ac.) from the Shaker Property to accommodate a bypass of the Village. These alternatives would remove traffic through the Village satisfying the Shaker community's needs of safety, reducing noise, the protection of water quality, and the protection of the Village buildings. Alternatives 5 and 5A would indirectly impact the water tower and the spring. These alternatives would remove a portion of the orchard from pro-

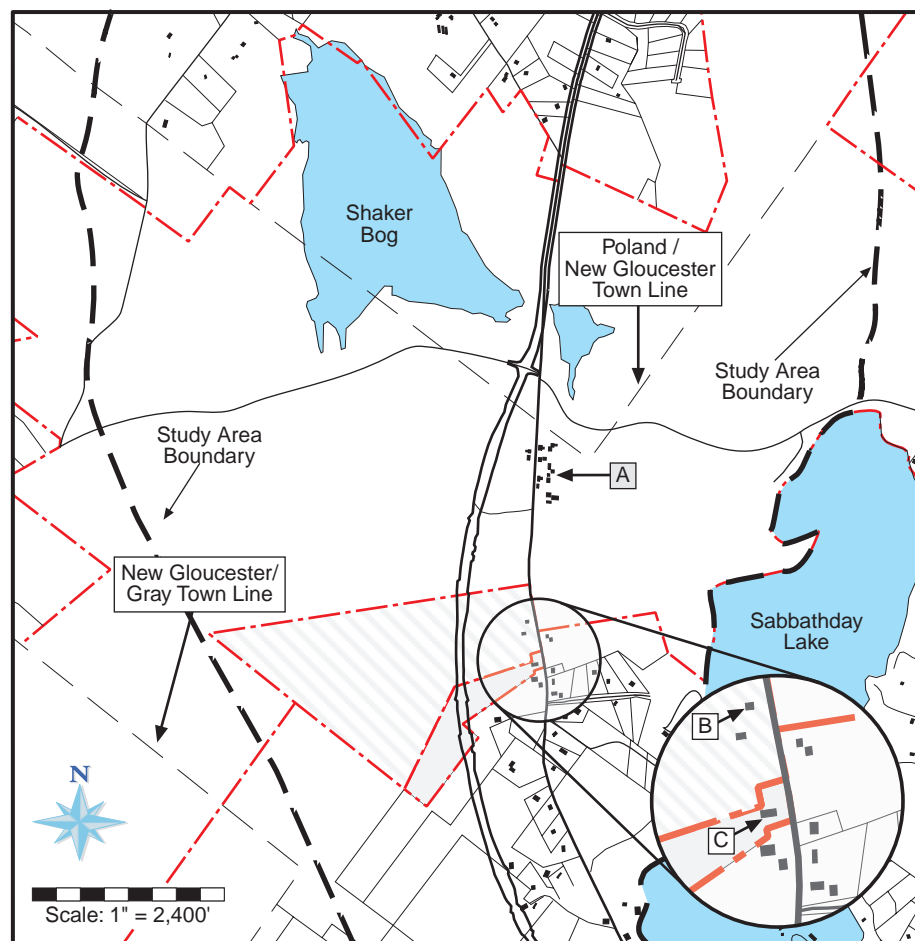


Figure A-21, Alternative 5 & 5A and historic properties; A) The Shaker Village, B) Frame Farmhouse C) Colonial-Style Farmhouse.

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duction; however, the Shaker Village community is presently replacing the old growth from this orchard at a new location. The northwestern portion of these two alternatives may be visible from parts of the Village.

Alternatives 5 and 5A were dismissed from further consideration because other build alternatives have less impact to historic properties.

As a result of the detailed analyses of the alternatives, Alternatives 4A and 4E have been retained for further consideration.

Following the public hearing, Alternative 4E was identified at the Preferred Alternative for meeting the project purpose and needs (Section V-B, Public Hearing). Alternative 4E removed the horizontal curve in Route 26 to the south of Shaker Hill and Marston Road (the site of two fatal accidents and multiple other accidents); this curve would remain with Alternative 4A. Overall, Alternative 4E would result in less impact to the historic resources than Alternative 4A.

Alternative 4E will be referred to as the Preferred Alternative through the remainder of this Final Section 4(f) Statement.

F. AVOIDANCE ALTERNATIVES

The FHWA regulations for Section 4(f) Statements require the analysis of alternatives which would avoid the use of properties afforded protection under Section 4(f). Avoidance alternatives were analyzed.

The opportunities for avoidance of the two properties eligible for the National Register of Historic Places and the Shaker Village are limited due to the geographical setting of the resources and other proximate environmental resources. The avoidance alternatives analyzed included 1) an eastern avoidance bypass and 2) a western avoidance bypass.

1. Eastern Avoidance Bypass

An eastern avoidance bypass would require extending Route 26 around the eastern boundary of Sabbathday Lake outside of the study area, since the Shaker property extends to the western edge of the lake. Environmental concerns include: 1) impacts to the Gray Delta and the Sinkhole at the southern tip of the Lake; 2) greater earth disturbance (Snow Hill, the Sabbathday Lake outlet, and the gravel pits to the east); 3) an increase in the number of residential displacements, 4) greater impacts to wetlands, 5) one or more crossings of the Royal River, and 6) greater wildlife habitat impacts than the proposed alternatives, especially in impeding access to the Lake from the east. The impact to the natural environment would be of extraordinary magnitude when compared to the impacts to the natural environment of the Preferred Alternative.

2. Western Avoidance Bypass

A western avoidance bypass would require extending Route 26 farther to the west than any of the proposed alternatives outside of the study area. Environmental concerns include: 1) greater impact on the wetland system at Mosquito Brook and Shaker Bog, 2) greater wildlife habitat impacts, 3) an increase in the number of residential displacements, 4) greater earth disturbance, 5) increased farmland impacts, and 6) potential impacts to the receiving waters of Upper Range Pond and Middle Range Pond. The impact to the natural environment would be of extraordinary magnitude when compared to the impacts to the natural environment of the Preferred Alternative.

G. MEASURES TO MINIMIZE HARM

The Preferred Alternative includes a bypass of the Shaker Village that would generate many beneficial impacts to the Shaker community, but also generate some negative impacts to elements of the community's historic character. The following mitigation measures have been developed in coordination with the Shaker Commu-

nity and the SHPO, and in consultation with the Advisory Council on Historic Preservation (ACHP), to ensure continued use of the property as a functional community, a center of tourism, and a National Historic Landmark:

- **Stone Walls** — Walls at the northern and southern property boundaries may be disturbed by the project. The appropriate methods for rehabilitation of these walls will be determined during final design in coordination with the Shaker community and the SHPO.
- **Shaker Cemetery** — The Preferred Alternative will avoid impacting the cemeteries.
- **Water Supply** — The Preferred Alternative will impact the domestic water supply system at the Shaker Village. A new well will be provided on the property prior to the start of construction to ensure a continued water supply. Additionally, if required, the ornamental “covers” on the existing spring and water tank would be moved to new locations on the property, in consultation with the Shaker community and the SHPO.
- **Existing Roadway** — Traffic will be removed from the existing roadway through the village. MDOT recommends that the primary access to the Shaker Village from a build alternative be from the north using existing Route 26 via Quarry Road. The final roadway surface will be determined in consultation with the Town of New Gloucester, the Shaker community, and the SHPO. The MDOT also recommends the construction of a cul-de-sac at the south end of the Shaker Village property. Consultation with the Shaker community, the Town of New Gloucester, the MDOT, and the SHPO will be required.
- **Visual Resources** — Portions of the Preferred Alternative will be constructed in small cut sections when in proximity to buildings or scenic views. Vegetative screening will be provided for at-grade sections of the bypass alternatives. Vegetative screening design will be developed in consultation with the Shaker community and the SHPO.
- **Construction Impacts** — A pre- and post-construction building survey will be performed to document construction impacts upon structure integrity. If impacts result from construction, repairs will be performed after the completion of the roadway. Details will be developed in consultation with the Shaker community and the SHPO to ensure repairs are historically accurate.

Since the proposed project would result in effects to historic resources, an agreement would be reached on measures which mitigate the adverse effects of the proposed project and construction. These measures will be embodied in a Memorandum of Agreement (MOA) between the FHWA, ACHP, and the MHPC, with the MDOT as a concurring party.

H. COORDINATION

Under Section 4(f) of the U.S. Department of Transportation Act of 1966 and Section 110 of the NHPA, agencies are instructed, when carrying out their programs, to make efforts to minimize harm to public properties and National Historic Landmarks. At the start of the planning of the proposed project, Early Coordination Letters of notification and information were sent to the following organizations with jurisdiction over Section 4(f) Resources:

U.S. Department of the Interior, National Park Service, Northeast Region
Ms. Marie Rust, Regional Director
U.S. Custom House
200 Chestnut Street, Room 306
Philadelphia, PA 19106

U.S. Department of the Interior, National Park Service, New England
Support Office
Mr. Terry Savage, Superintendent
15 State Street
Boston, MA 02109-3572

U.S. Department of the Interior, National Park Service
Katherine Stevenson, Associate Director
Cultural Resources Stewardship and Partnerships
P.O. Box 37127-7127
Washington, D.C. 20013-7127

No responses to early coordination letters were received from these agencies.

The SHPO is a regular attendee of MDOT's monthly interagency meetings to review the planning of projects at various milestones. The SHPO provided comments to MDOT throughout the planning of the project and performed the cultural resource survey.

Coordination with the Sabbathday Lake Shaker community has been ongoing throughout the project planning phase to develop alternatives which: (1) are acceptable to the members, and (2) which provide minimum impact upon the community and the historical setting of the Village (Environmental Assessment, Section V-B, Public Involvement).

The public hearing for the proposed project was held on August 24, 1998. The hearing consisted of a brief presentation followed by verbal testimony from members of the public. The presentation consisted of introductions of the speakers and study team and responsibilities, a brief review of the DEA and the importance of public involvement component, a review of the history of the project, an overview of the project purpose and needs and alternatives analysis process, and a description of the right-of-way appraisal and acquisition process.

Following the public hearing, comment letters concerning the potential impacts to resources afforded protection under Section 4(f) were received from the U. S. DOI, the SHPO, the Shaker Society, and two individual citizens.

The U. S. DOI acknowledged that the Preferred Alternative will have fewer impacts to historic resources than Alternative 4A and asked that a MOA be prepared and executed.

The SHPO agreed that the Preferred Alternative would have the least impact to historic resources and encouraged MDOT to locate the Preferred Alternative as far west of the resources as possible.

The Shaker Society expressed its support for Alternative 4E as the Preferred Alternative.

The individual owners of the houses that are potentially eligible for the National Register of Historic Places expressed concerns over Alternative 4E and that Alternative 4A would have less impact to their properties.